4.15 CLIMATE CHANGE

This section evaluates the potential for significant impacts on Climate Change due to the proposed project. Consistent with the discussion in Section 4.0 (Introduction to the Analysis), based on a preliminary environmental analysis of the proposed project prepared prior to commencement of this EIR and analysis completed for the Program EIR, substantial additional analysis of climate change impacts is not required. Rather, this section includes a discussion of the current environmental setting, the proposed project and its' relationship to the BECSP, where applicable; a discussion of consistency with the environmental analysis prepared for the BECSP, where applicable; any new information or analysis pertinent to the current analysis and identification of impacts; identification of mitigation measures required to address potential impacts of the proposed project; and significance conclusions regarding the proposed project after mitigation incorporation. Mitigation measures included applicable measures from the BECSP EIR as well as any new or additional mitigation measures required to reduce potential impacts. All impacts are considered to be less than significant with incorporation of mitigation.

Data used to prepare this section were obtained from the BECSP EIR and the City of Huntington Beach General Plan. Full bibliographic entries for all reference materials are provided in Section 4.15.4 (References) at the end of this section.

4.15.1 Environmental Setting

Global climate change refers to changes in the normal[117] weather of the earth measured by alterations in wind patterns, storms, precipitation, and temperature relative to historical averages. Such changes vary considerably by geographic location. Over time, the earth's climate has undergone periodic cooling and warming periods, as observed in fossil isotopes, ice core samples, and through other measurement techniques. Recent climate change studies use the historical record to predict future climate variations and the level of fluctuation that might be considered statistically normal given historical trends.

However, measured temperature records from the Industrial Age (ranging from the late eighteenth century to the present) differ from modeled predictions in both rate and magnitude, indicating a deviation from the pattern of cooling and warming established prior to the late eighteenth century. As a result, most modern climatologists anticipate an unprecedented warming period during the next century and beyond, a trend that is increasingly attributed to human-generated GHG emissions resulting from the industrial processes, transportation, solid waste generation, and land use patterns of the twentieth and twenty-first centuries. According to the Intergovernmental Panel on Climate Change (IPCC), greenhouse gas (GHG) emissions associated with human activities have grown by 70 percent between 1970 and 2004. Increased GHG emissions are largely the result of increasing fuel consumption, particularly the incineration of fossil fuels (IPCC 2007).

It is now widely recognized that anthropogenic (human-caused) emissions of GHG and aerosols are contributing to changes in the global climate, and that such changes are having and will have adverse effects on the environment, the economy, and public health. These are cumulative effects of past,

[117] "Normal" weather patterns include statistically normal variations within a specified range.

present, and future actions worldwide. While worldwide contributions of greenhouse gases are expected to have widespread consequences, it is not possible to link particular changes to the environment of California or elsewhere to greenhouse gases emitted from a particular source or location. Thus, when considering a project's contribution to impacts from climate change, it is possible to examine the quantity of greenhouse gases that would be emitted either directly from project sources or indirectly from other sources, such as production of electricity. However, that quantity cannot be tied to a particular adverse effect on the environment of California or elsewhere associated with climate change.

4.15.2 Regulatory Framework

Refer to Section 4.15.2 (Regulatory Framework) of the BECSP Program EIR, for applicable federal, state, and local regulations that would apply to the proposed project. No new regulations have been implemented since the certification of the Program EIR.

The BECSP Development Code, which includes development standards, development regulations, and guidelines, governs all development actions with the BECSP area, including the proposed project site. The proposed project would be subject to development standards specific to the proposed project site's BECSP designations of Town Center Core and Town Center Neighborhood, included as BECSP Section 2.1.3 (Town Center Core) and Section 2.1.4 (Town Center Neighborhood).

4.15.3 Project Impacts and Mitigation

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for GHG emissions. The Draft CEQA Guideline Amendments, released in April 2009 and made effective in March 2010, state that each local lead agency must develop its own significance criteria based on local conditions, data, and guidance from public agencies and other sources. The City has determined, based on full consideration of the available information, that, for the purposes of this analysis, the following thresholds will be considered to analyze the effects of a project on the production of GHGs and contribution to global climate change:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Construction of the proposed project would result in air pollution emissions, including GHG emissions, as a result of the operation of heavy pieces of construction equipment, worker commute trips to and from the project site, as well as building supply vendor vehicles. As such, construction of the proposed project would result in GHG emissions. However, implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-6 that are consistent with GHG-reduction strategies recommended by the California Climate Action Team (CCAT), California Air Pollution Control Officers Association (CAPCOA), and the California Attorney General (AG), would reduce impacts associated with GHG emissions to a less than significant level.

Conflict with Any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

Implementation of the proposed project would generate GHG emissions through the operation of new residential and retail uses. Operational GHG emissions from proposed development include direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. However, implementation of mitigation measures BECSP MM4.15-7 through BECSP MM4.15-9 that are consistent with the strategies recommended by the CCAT, CAPCOA, and the California Attorney General, compliance with Title 24 requirements, and incorporation of the BECSP Sustainability Requirements (BECSP Section 2.8.2-3) would reduce impacts associated with GHG emissions during project operation.

As noted above, development of the project site was previously contemplated and evaluated as part of the BECSP EIR, and impacts with respect to climate change for the entire BECSP were determined to be less than significant with incorporation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9. Therefore, development located within the boundaries of and consistent with the land use program of the BECSP, such as the proposed project, would be considered to have a less than significant impact with respect to climate change. As such, mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 would be implemented as part of the proposed project, and impacts would be less than significant based on the analysis performed in the BECSP EIR. As the proposed project is consistent with the land use program of and the environmental analysis prepared for the BECSP, the analysis is considered sufficient to address the proposed project.

As potentially significant impacts related to climate change have been mitigated through implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 and all impacts were determined to be less than significant in this or the BECSP EIR analysis (with which the proposed project is consistent), no further discussion of climate change is required in this EIR.

Applicable Mitigation of the BECSP EIR

BECSP MM4.15-1 *The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-2 *The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.*

BECSP MM4.15-3 *The City shall require by contract specifications that developers within the project site use recycled and/or locally available building materials, to the extent feasible, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure.*

BECSP MM4.15-4 The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste.

BECSP MM4.15-5 The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

BECSP MM4.15-6 The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

BECSP MM4.15-7 The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.

BECSP MM4.15-8 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than 5 minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

BECSP MM4.15-9 The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.

Cumulative Impacts

Project-related impacts for environmental issue areas that did not require substantial additional analysis from what was provided in the BECSP EIR are considered to be less than significant with mitigation. In addition, the proposed project would not result in impacts different from or greater than previously analyzed in the BECSP EIR. Therefore, additional cumulative impact analysis is not required for these issue areas, including Climate Change.

4.15.4 References

Huntington Beach, City of. *Beach and Edinger Corridors Specific Plan Environmental Impact Report*, August 2009.

———. *City of Huntington Beach General Plan*, May 13, 1996.